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WHEN IS LIFE INSURANCE REFORM TO BEGIN.

Insurance journals published in Canada, one after the other, are coming to the rescue of the companies from the damaging findings of the insurance commission. They have not one word to say for the policyholder. They would leave him at the continued mercy of the companies and the existing practices of the companies.

Let the companies stop talking, and let their organs stop talking and get down to business. Let us see which is to be the first one to reform the abuses that the commission pointed out. That is, the one practical issue.

Policyholders will do a great deal for themselves by asking, when and in what direction is the reform to begin. Or is it all to be left to parliament and the big club? Or is parliament to be chloroformed?

WEST YORK CONSERVATIVE CONVENTION.

West York Conservatives have selected an excellent candidate to succeed the late Mr. St. John in the provincial legislature. The exceptionally large convention, both in delegates and in representatives of the general public, testified to the healthy spirit that animates the party—all the more commendable because it was accompanied by an evident determination to make public ownership the slogan of the election. In this the convention was emphatically right, and the unanimity of the approval cannot fail to strengthen the hands of the government in every department of the administration. Protection for the people in the operation of public services and utilities and the conservation of the natural resources of the province for the benefit of the citizens is the policy required for Ontario to-day. Fortunately, the truth has been lost in the older portion of the province, more than ample scope remains for the application of the principle of public ownership on thoroughly progressive lines and in a manner which will maintain an improvement in the position of Ontario as the leading industrial centre of the Dominion.

Premier Whitney cannot fail to recognize the hold he has already gained on the confidence of the citizens of the province through the formulation of his Niagara power policy. The more he trusts the people the more the people will trust him. This is the conclusion which Mr. Gladstone reached at the end of his long and strenuous public career, and after he had experienced many vicissitudes of public opinion. Ontario is not called upon to deal with the complicated political issues which perplex the statesmen of the United Kingdom. What the province needs primarily is honest, capable and progressive administration, by means of a civil service removed from all corrupt and disturbing influences, the establishment as an inviolable rule that private interest must always be subservient to the common good and the maintenance of the provincial right of self-government in its integrity. A government that keeps these objects continually in view will command the support of the electors and the West York Conservative convention by the choice of a candidate

and a platform has done its best to secure them.

THE BUDGET OF GLOOM.

From time immemorial the minister of finance upon first moving the house into committee to consider the "ways and means of raising the supply to be granted His Majesty," has indulged in a financial review of the year just past and the year to come, commonly known as the budget speech. Formerly, this was always followed by the budget debate, which lasted for days, but of late the budget debate, like the debate upon the speech from the throne, has dwindled to a mere formality.

Upon the other hand the house has learned to look forward to additional "budgets." Mr. Emmerson as minister of railways made a speech every year which became known as the I.C.R. budget speech. W. F. Maclean, at the opening of the session, usually reviews the railway situation in proposing some needed amendments to the Railway Act. Mr. Fielding has characterized the annual speech by the leader of the opposition condemning the extravagance of the government, as the "budget of gloom."

There is indeed cause for alarm in the swollen estimates of the past year, but, even beyond their size, what is still more to be regretted, is the method of distribution.

The extraordinary expenditures of the government, when analyzed, are found to be very largely expenditures to improve and develop lines of transportation. \$28,000,000 was voted, in one item, for the construction of the new transcontinental railway. An additional six millions goes to finance the Quebec bridge. Three million goes to the harbor of Montreal. Large sums are voted for improving the St. Lawrence, east of Montreal. The St. John, N.B., harbor receives a handsome grant. There is the usual expenditure for wharves in Nova Scotia. Even Toronto harbor gets \$50,000 for the "improvement of western entrance."

It is to be noted that these various works are entirely disconnected. Some are to be under government supervision. Some are left to local boards, and one of them at least—the Quebec bridge—is to be controlled by a private corporation. There is no attempt to work out any comprehensive plan. No attention, for example, is paid to the report of the national transportation commission. From a business standpoint, the estimates lack all sense of proportion. They are absolutely without a system.

From a political standpoint, their purpose is quite apparent. Solid Nova Scotia is to be kept solid; Quebec is to be rewarded; St. John, N.B., is to have a fine harbor, and Mr. Pugsley, a Liberal, is to succeed the late Dr. Stockton, a Conservative, as member for the City and County of St. John by acclamation.

Under the B.N.A. Act no private member can bring in a bill involving the expenditure of money. The government shirks what money it sees fit to this work or that, and the private members are relieved of all initiative. This is supposed to be essential for representative government, and William not and his associates in New Brunswick fought for years to take from their legislature the right to appropriate money except upon the initiative of the government. Yet it seems absurd that a member of the house of commons for Toronto, cannot rise in his place and propose a vote of three million dollars for Toronto harbor. It might be voted down, but he could at least put the members from Ontario upon record.

The doctrine that the government of the day is responsible to parliament, has become a fiction pure and simple. Nothing is more unlikely than the members of the house voting against government out of power when it means voting themselves out of office and \$2500 per annum. Responsible government means to-day the responsibility of each member of parliament to his constituency, and it seems unfortunate that he should not be able to accept that responsibility to the full by having the power to propose any and all needed legislation.

Our present procedure in parliament is based upon the presumption that there will always be two political parties to jockey for position. It would be much better if all the money voted for transportation could be administered

by a board of expert engineers who would bend their energies to bring about the one great need of Canada—a sufficient channel for ocean-traffic from the great lakes to the sea.

Widow Has Narrow Escape.
BROCKVILLE, May 12.—(Special.)—Five broke out in a house occupied by Mrs. Louise Reay, an aged widow in Denbigh, in trying to remove the effects her clothing caught fire and she would have been fatally burned had not a couple of neighbors arrived in time to smother the flames. As it was her arms and legs were painfully injured. Her rescuers were also slightly scorched and the house was totally destroyed.

Was Dewey's Shipmate.
BROCKVILLE, May 12.—(Special.)—W. H. Hughes, in his early days an engineer in the United States navy, and a shipmate of Admiral George Dewey, who was a midshipman in civil war days, died at his home in Ogdenburg, N.Y. For ten years he was an engineer at the state hospital there. Hughes was 65 years of age.

Has Two Heads, But Only Two Ears—Cannot Live.

PICKERING, May 12.—R. Parker, the caretaker at Pickering, Ont., has a great curiosity that is attracting scores of people from the village to his place. It is a well-developed white calf, two days old, with two perfectly formed heads on one neck, the back parts of the heads being joined together. It has only two ears, but has two pairs of eyes which look in opposite directions. It has two sets of jaws with two complete teeth. It has sensitive and muscular ears on each side and can crawl from either mouth. It is very weak and cannot live long.

CASTORIA.
The Kind You Have Always Bought
Bears the Signature of
J. C. Atkinson

NEW FISH AND GAME WARDEN.
KINGSTON, Ont., May 12.—Captain Alfred Hunter, Harrowsmith, has been appointed warden of game and fisheries for Eastern Ontario. The salary is \$1000.

Hudson River Route to New York.
All through trains by the New York Central run to Grand Central Station.

Free from Alcohol.
Since May, 1906, Ayer's Sarsaparilla has been entirely free from alcohol. If you are in poor health, weak, pale, nervous, ask your doctor about taking this non-alcoholic tonic and alterative. It has a better medicine, taste his. Get the best always. This is our advice. We have no secrets! We publish the formulas of all our preparations.

Penitentiary Guard Suspended.
KINGSTON, Ont., May 12.—On Saturday a penitentiary guard was suspended for disobeying orders. He refused to do some duty assigned to him by the chief keeper.

Light Colored Soft Hats...
Soft hats in beaver, fawn and other light shades of brown, are being asked for by many men who desire a change from black.

Steel-Coal Differences.
James Ross Says They Were Discussed in England.

South Oxford Liberals.
TILLSBURG, May 12.—(Special.)—The Liberals of South Oxford will hold a convention here on May 25. In connection with the provincial contest, the names of such prominent Liberals as Justice Miller, M. T. Buchanan, Alexander Rose, Dr. McKay and W. A. Dowler are being freely mentioned.

To Set Aside Controversy.
An action has been instituted by James McNeil and Donald McNeil against Thomas P. Stewart and Mary P. Stewart of Toronto to have a certain conveyance set aside and cancelled on the ground of fraud and undue influence. The lands in question are on Crocker-Hughes.

Never Accepted.
Nathaniel Vernon of St. Mary's has issued a writ against a fellow townsman, Frederick G. Sanderson, claiming a declaration that a certain agreement to purchase certain lands was never accepted, but was cancelled and revoked.

Forty Years Wasted.
Editor World: Your editorial of to-day (May 10) on "Ocean Port for Toronto" has the right ring in it. Forty years ago, when the city was a mere fishing village, a certain engineer, by name Carroll, surveyed a route from Lake Simcoe or Kempenfelt Bay, to Toronto, and also, given an estimate of the cost (I think it was \$50,000,000) for a canal, through which vessels could come from western cities, Chicago and Duluth, Port Arthur, etc., to Liverpool, London and Europe generally. Toronto would have been an ocean port for vessels drawing 10 to 20 feet. At present no ocean vessel could sail up to your docks.

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